Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Currently amended) An air vent, especially for a motor vehicle, with an air-supplying air duct and with an air conduction device, the air duct in the air conduction device being divided into at least two essentially cylindrical subducts, wherein the cylindrical subducts are arranged parallel with respect to one another, ~~and~~ wherein at least one further subduct is provided, arranged around at least one of the cylindrical subducts, and wherein, upstream of the air conduction device, a metering device is arranged, which is designed in such a way that the air capable of being supplied to the individual subducts is controlable.

2. (Previously presented) The air vent as claimed in claim 1, wherein the air conduction device provides a division of the air supplied through the air duct into at least four air streams.

Claim 3 (Cancelled).

4. (Previously presented) The air vent as claimed in claim 1, wherein the air conduction device has subducts arranged concentrically one in the other.

5. (Previously presented) The air vent as claimed in claim 1, wherein the air conduction device has at least one helical or longitudinally indrawn spiral subduct.

6. (Previously presented) The air vent as claimed in claim 4, wherein the helical subduct has at least one guide which is arranged helically.

7. (Previously presented) The air vent as claimed in claim 5, wherein the pitch of the helix decreases toward the outlet port.

Claim 8 (Cancelled).

9. (Previously presented) The air vent as claimed in claim 1, wherein a device for setting the direction of the air stream is arranged after the air conduction device.

10. (Currently amended) ~~The air vent as claimed in claim 1,~~ An air vent, especially for a motor vehicle, with an air-supplying air duct and with an air conduction device, the air duct in the air conduction device being divided into at least two essentially cylindrical subducts, wherein the cylindrical subducts are arranged parallel with respect to one another, wherein at least one further subduct is provided, arranged around at least one of the cylindrical subducts, and wherein the ratio of a narrowest cross section of one of the cylindrical subducts to the narrowest cross section of the at least one further subduct is variable from 1:1.5 to 1:0.3.

11. (Currently amended) ~~The air vent as claimed in claim 1,~~ An air vent, especially for a motor vehicle, with an air-supplying air duct and with an air conduction device, the air duct in the air conduction device being divided into at least two essentially cylindrical subducts, wherein the cylindrical subducts are arranged parallel with respect to one another, wherein at least one further subduct is provided, arranged around at least one of the cylindrical subducts, and wherein each cylindrical subduct has arranged around it at least two helical subducts which can be regulated independently of one another via separate control devices.

12. (Previously presented) The air vent as claimed in claim 11, in each case two helical subducts are arranged around each cylindrical subduct, in the inflow region the air duct assigned to the cylindrical subducts being arranged between the two air ducts assigned to the helical subducts.

13. (Previously presented) The air vent as claimed in claim 11, wherein the cylindrical subducts project beyond the helical subducts, as seen in the air flow direction.

Claim 14 (Cancelled).

15. (Currently amended) ~~The air vent as claimed in claim 14,~~ An air vent, especially for a motor vehicle, with an air-supplying air duct and with an air conduction device, the air duct in the air conduction device being divided into at least two

essentially cylindrical subducts, wherein the cylindrical subducts are arranged parallel with respect to one another, wherein at least one further subduct is provided, arranged around at least one of the cylindrical subducts, wherein the air vent has a lamellar air conduction device, and wherein the lamellar air conduction device is of centrally divided design, and the two parts can be regulated independently of one another.

16. (Currently amended) A method for controlling the air outflow of an air vent ~~as claimed in claim 1,~~ especially for a motor vehicle, with an air-supplying air duct and with an air conduction device, the air duct in the air conduction device being divided into at least two essentially cylindrical subducts, wherein the cylindrical subducts are arranged parallel with respect to one another, wherein at least one further subduct is provided, arranged around at least one of the cylindrical subducts, and wherein a first metering device or flap of at least one first air duct and a second metering device or flap of at least one second air duct are alternately opened and closed.

17. (Previously presented) The method as claimed in claim 16, the alternate opening and closing take place in an oscillating manner.

18. (Previously presented) The method as claimed in claim 17, wherein the oscillation frequency is selectable within a setting range, especially between 0.5 Hz and 10 Hz.

19. (Previously presented) The method as claimed in claim 17, wherein the

oscillation frequency is regulated as a function of one or more regulating parameters.

20. (Previously presented) The method as claimed in claim 19, the regulating parameters used are the interior temperature and/or the difference between a desired interior temperature and an actual interior temperature and/or a blower setting.

21. (Previously presented) A ventilation system for a motor vehicle, characterized by an air vent as claimed in claim 1.

Claim 22 (Cancelled).

23. (Currently amended) The air vent as claimed in claim 21, wherein the air duct includes a centerline and wherein a portion of the air duct centerline near the at least two essentially cylindrical subducts is parallel to [[the]] centerlines of the at least two essentially cylindrical subducts.